

The Hongkong Telegraph

(ESTABLISHED 1861)

NEW SERIES No 5020

WEDNESDAY, DECEMBER 6, 1905.

WEDNESDAY, DECEMBER 6, 1905.

三拜禮

十二月二十號

NO. 7 PER ANNUM.
SINGLES COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROP. TORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HART, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., F. Salinger, Esq.,
E. Goetz, Esq., E. Shellim, Esq.,
C. R. Lennemann, Esq., Hon. R. Shewan,
G. H. Medhurst, Esq., N. A. Siebs, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HOI G TONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per Cent. per annum.
For 6 months, 5 per Cent. per annum.
For 12 months, 6 per Cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 16th November, 1905. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK
AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert-Warshawsky & Co., Mendelssohn & Co., M. A. von Rottchild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905. [25]

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU, SHANGHAI, NEWCHWANG, LYONS, SAN FRANCISCO, MUKDEN, PORT ARTHUR, CHEFOO, DALNY, TIENTSIN, DAILING, KOBE, LONDON, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent. per annum.
TAKEO TAKAMICHI, Manager.
Hongkong, 25th September, 1905. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£275,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per Cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent. per annum.
T. P. COCHRANE, Manager.
Hongkong, 18th May, 1905. [24]

INTERNATIONAL BANKING CORPORATION.
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORIZED.....\$10,000,000
CAPITAL PAID UP.....\$3,250,000
RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW-YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD., BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.
H. PINCKNEY, Manager.
No. 9, Queen's Road Central, Hongkong, 19th September, 1905. [21]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	PALAWAN	About 10th December	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES and BARCELONA	PALERMO	Dec. 15th	Freight only.

SHANGHAI	DELTA	About 16th December	Freight and Passage.
LONDON, &c.	SINLA	Dec. 16th Noon	See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 6th December, 1905.

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.

RIPPINGILLE'S OIL HEATING STOVES.

SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.

KENT'S CELEBRATED BRUSHES.

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.
Hongkong, 30th October, 1905. [34]

CHAMPAGNES.



PAUL DOMMIER & CO. (Gold Marque).
IRRIY & CO. CARTE D'OR VIN 1898.
LANSON PERE ET FILS VIN 1900.
POL ROGER VIN 1898.
GIESLER & CO.
BOLLINGER & CO. EXTRA QUAL VIN 1898.
POMMERY & GRENO.

Special quotations for Balls, Dances, Picnics, &c.

Telephone No 7
CALDBECK MACGREGOR & CO.,
SOLE AGENTS
15, Queen's Road Central.
Hongkong, 26th October, 1905. [17]

EQUITABLE LIFE ASSURANCE SOCIETY.
BY TELEGRAPH.

AFTER EXAMINATION, the Chartered Accountants, have certified to the Directors of the EQUITABLE LIFE ASSURANCE SOCIETY of the United States that the Society's ASSETS are realizable as claimed. In all, on 30th September, these Assets amount to \$416,000,000 (Gold).
SHEWAN TOMES & Co., General Managers.
Hongkong, and December, 1905. [1186]

OWING TO
HIGH EXCHANGE

FROM DATE WE HAVE REDUCED THE PRICES OF ALL OUR

WINES & SPIRITS

10 per % FOR CASH AND 5 per % FOR CREDIT SALES.

N.B.—These Reductions do not apply to BEERS, STOUT and CIGARS.

GREGOR & CO.
19, QUEEN'S ROAD.
Hongkong, 1st December, 1905. [1179]

REDUCTION OF PRICE

THE Undersigned beg to inform the public that owing to the exchange they have from this date REDUCED THEIR PRICE for VIEW POST CARDS of HONGKONG, MACAO, CANTON and Chinese Costumes from \$1 to 50 cents a dozen.
GRACA & Co., Hongkong Hotel Conductor.
Hongkong, 2nd December, 1905. [1187]

REGATTA HOLIDAY.
IN accordance with Government Notification No. 80, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, the 9th instant.
Hongkong, 5th December, 1905. [1108]

A. CHAZALON & CO.
6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [928]

DANCING LESSONS.

MR. J. H. PIDGEON begs to inform the general public that he is now prepared to accept pupils for individual or class tuition. TERMS MODERATE. For further particulars, apply to J. H. PIDGEON, No. 11, Caine Road. Hongkong, 1st December, 1905. [1182]

NOW ON SHOW.

A SELECT Assortment of ENGLISH and FRENCH CONFECTIONERY, from the well-known makers of London and Paris. Comprising—Cape Liqueur, Dragées Du Parc, Liqueur Royale, Royal Biscuits, Pralines Rose and Vanilla, Figs, Kenish, Fruit Jellies, Gum, Jambon, Foudant's and Marsh Mallon. Prices Very Moderate. Inspection earnestly solicited.

H. BUTTONE, No. 5, D'Aguiar Street, Hongkong, and 25 and 27, Bala Street, Kowloon. Hongkong, 2nd December, 1905. [1183]

Intimations.

Boyril is bottled energy.

In the most enervating climates **BOVRIL** gives vigour and nervous force.



"MINIMAX" HAND FIRE EXTINGUISHER
MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO ROSE. AUTOMATIC.
Extinguishes Oil, Vaseline, Kerosine, Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.
"MINIMAX" always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

HONGKONG, 10th May, 1905. [153]

THE ORIENTAL CONSTRUCTION COMPANY.
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.
Hongkong, 12th July, 1905. [208]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES, Acting Manager. [20]

VICTORIA HOTEL, SHAMEN, CANTON.

MACAO HOTEL, MACAO, CHINA.
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.
WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,
PRINCE'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 561.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900. [128]

Telegraphic Address: **CONNAUGHT HOTEL.** Telephone No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the Banks, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Hongkong, 16th June, 1905. [658]

For HOTEL COMFORT AND THE BEST BILLIARDS, GO TO THE

KOWLOON HOTEL.
Cable Address—"Chit" KOWLOON. Proprietor and Manager. [50]

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemsulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimomotoke, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mansour, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yangkara and other Coals.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR **Fresh Australian Butter**

See that he gets the "Princess" brand, the best made in Australia. The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.
HONGKONG AND CANTON.
Hongkong, 20th September, 1905. [948]

Insurance.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.,
Hongkong 25th May, 1895. [12]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 12nd June, 1905. [67]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons.....Captain H. D. Jones.
 "POWAN," 2,338 "....." G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 "....." R. D. Thomas.
 "HANKOW," 3,073 "....." G. V. Lloyd.
 "KINSHAN," 1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 3 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain W. A. Valentine.
 "NANNING," 569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yuki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

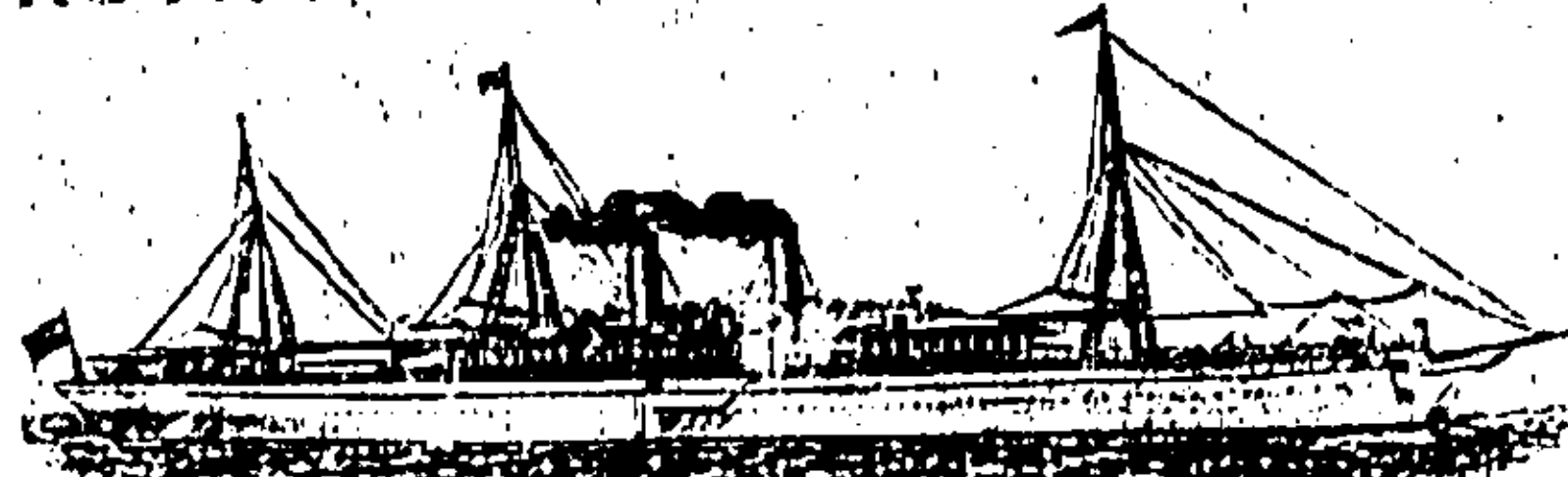
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 Tons LEAVE HONGKONG ARRIVE VANCOUVER
 "EMPEROR OF JAPAN" 6,000.....WEDNESDAY, Dec. 13.....Jan. 3
 "EMPEROR OF CHINA" 6,000.....WEDNESDAY, Jan. 10.....Jan. 31
 "ATHENIAN" 2,440.....WEDNESDAY, Jan. 24.....Feb. 17
 "EMPEROR OF INDIA" 6,000.....WEDNESDAY, Feb. 7.....Feb. 28
 "TARTAR" 4,425.....WEDNESDAY, Feb. 21.....Mar. 17

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40.....£42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage apply to
 H. E. BROWN, General Agent,
 Hongkong, 29th November, 1905. Corner Pedder Street and Praya, opposite Blake Pier.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA.....	HAVRE, BREMEN and HAMBURG.	22nd Dec. Freight.
H. Bremer.....	(Calling at SPORE, PENANG & COLOMBO).	
AMBRIA.....	HAVRE and HAMBURG.	10th Jan. Freight.
Wunneberg.....	(Calling at SPORE, PENANG & COLOMBO).	
BRISGAVIA.....	HAVRE and HAMBURG.	24th Jan. Freight.
Russ.....	(Calling at SPORE, PENANG & COLOMBO).	
RHENANIA.....	HAVRE and HAMBURG.	7th Feb. Freight and Passengers.
Förck.....	(Calling at SPORE, PENANG & COLOMBO).	
NUBIA.....	NEW YORK VIA SUZ.	About 11th Jan. Freight.
Habel.....	with liberty to call at the Malabar coast.	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 5th December, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 18th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM-FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.
PRINZ RITEL FRIEDRICH.....	WEDNESDAY, 3rd January, 1906.
GNEISENAU.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
RAYERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ RITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.

ON WEDNESDAY, the 20th day of December, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 18th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th December.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
 Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM-FOR FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, HERBERT-SHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD.....	4,762	TUESDAY, 12th December.
PRINZ WALDEMAR.....	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND.....	3,302	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Oberauer, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.
DIRECT-TO-YOKOHAMA AND KOBE.

For STEAMERS ABOUT.
 YOKOHAMA & KOBE.....PRINZ WALDEMAR.....TUESDAY, 19th Dec.
 SHANGHAI, NAGASAKI, KUBE & YOKOHAMA.....GNEISENAU.....WEDNESDAY, 20th Dec.
 SHANGHAI, NAGASAKI, KUBE & YOKOHAMA.....ROON.....WEDNESDAY, 3rd Jan., 1906.
 * Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th December, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from Hongkong to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS.....	JAVA	First half December	JAPAN VIA SHANGHAI	Second half December
TJIMAHI.....	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG.....	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor,
Hongkong, 6th December, 1905.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY
STUDIO AT NO. 14, D'ARQUILL STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

[76]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at	
to	HONGKONG.	COLOMBO	MARSEILLES & LONDON.	MARSEILLES (Brindisi) (London)	
COLOMBO.			2 days earlier.	1 day later.	
	Tons.	Leave.	Tons.	Leave.	
ARCADIA.....	7,000	Feb. 10	BRITANNIA.....	7,000	Mar. 10
DONGOLA.....	8,000	Feb. 24	MOLLAVALA.....	10,000	Mar. 24
DELHI.....	8,000	Mar. 10	MONGOLIA.....	10,000	Apr. 7
DELTA.....	8,000	Mar. 24	MOULTAN.....	10,000	Apr. 21
OCEANA.....	7,000	Apr. 7	MARNORA.....	10,500	May 5
					Sunday
ARCADIA.....	7,000	Apr. 21	VICTORIA.....	7,000	May 20
DEVANHA.....	8,000	May 5	HIM-LAYA.....	7,000	June 3
DONGOLA.....	8,000	May 19	INDIA.....	8,000	June 17

Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
 Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUKE AT LONDON
	About	About	About
JAPAN.....	4,500	Feb. 14	Mar. 31
SUMATRA.....	4,500	Feb. 28	Apr. 14
NUBIA.....	4,500	Mar. 14	Apr. 28
CEYLON.....	4,500	Mar. 28	May 12
FORMOSA.....	4,500	Apr. 11	May 26

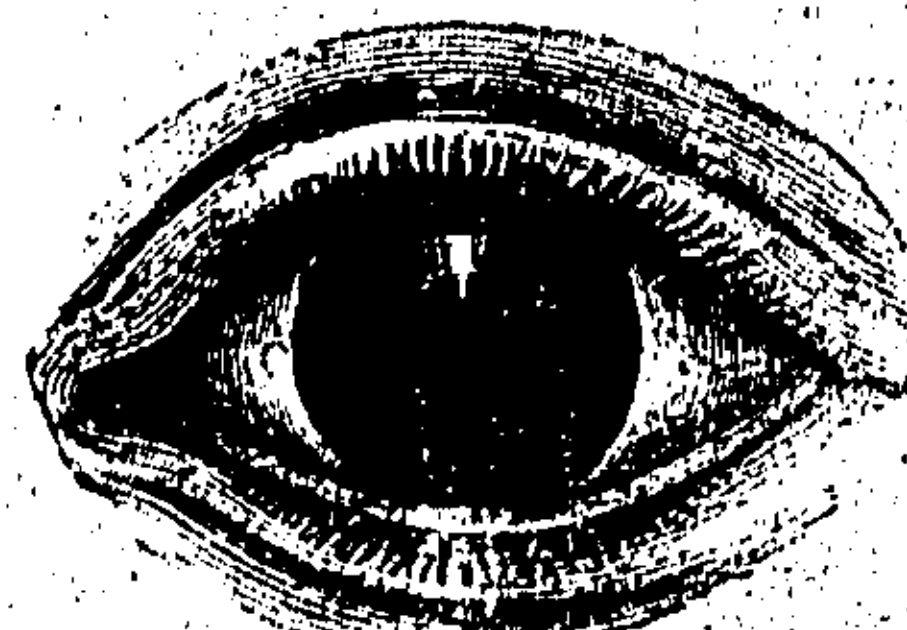
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
 "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 1st December, 1905.

[175]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHIMLA.
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNEWILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA.

HOWARD & Co.,
 50, Queen's Road Central,
 Hongkong.

Hongkong, 19th May, 1905.

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR, OF ICE HOUSE, 111
 Ice House Road.

[S now in a position, in his New and Com-
 modious Premises, to eclipse, as heretofore,
 ALL PHOTOGRAPHIC ART PRACTICED
 the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

[1905, 1st September, 1905]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-
 GING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICES VERY MODERATE.

[1905, 1st September, 1905]

[179]

Blends.

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BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen -- \$16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportionally. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On December 5th, at the Wesleyan Chapel, by the Rev. C. Bone, WILLIAM HENRY, eldest son of George Donald, Esq., of Sydney (N.S.W.), to MARY, younger daughter of Robert Wall, of Sydney. No cards. [1202]

DEATH.

On December 5th, at 11 p.m., at Kowloon Docks, LACHLAN M. KERR, Superintendent Shipwright, and for many years in the service of the Hongkong and Whampoa Dock Company, aged 49 years. Deeply regretted. [1203]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 6, 1905.

CIVIL SERVICE SALARIES.

Once again we return to that all-important question which is exercising the minds of the householders and employers in Hongkong, the disastrous effect which the increased value of silver has on the spending power of the dollar—an effect experienced and realised not only by those who lament that they are paid on a sterling basis but also by those who receive their wages or salaries on the silver standard. Frequently it is difficult to make the recipients of sterling salaries understand that they are not the sole sufferers when the dollar rises. They are so intent on the diminishing number of dollars paid to them monthly that they are blind to the tragedy of those who, being paid small wages, are compelled to follow the fluctuations of the silver market without a voice in the matter, and to watch the increasing cost of house rents, food and all the necessities of life without having any corresponding increase in their meagre incomes to meet the greater outlay required. The case of the small officials in the public service of the Colony is particularly hard and deserves the championship of all who appreciate the valuable work they contribute to the Colony's service. It is not the question of remittances which affect them. Having been born in the Colony, or having established all their interests here, they are not affected by the actual exchange with gold countries; but they are grievously affected by the increased and apparently increasing cost of living due partly to local conditions and mainly to the capacity of the minor merchants with whom they deal. Their every penny is drained from them as the result of the high prices prevailing for every article of produce, and their house-rent which, we take it, is the principal item in their expenditure, shows no sign of abatement. This question of the salaries paid to the junior officials in the public service is no new affair. It has been mooted time and again, and not only in Hongkong but also in Ceylon, where the Government has been in correspondence with the Secretary of State on the subject for over two years. As the result of those communications the Government of Ceylon have now submitted certain recommendations to the Legislative Council, which are highly important and may be taken as a guide for Hongkong. Both those who are paid on a sterling basis and those who are on a scale formed on the currency of the country are considered in the scheme of reforms which have been drafted by the Lieutenant-Governor of Ceylon. The recommendations therein set forth substantially bear out the conditions which we have consistently urged in our columns for the amelioration of the condition of the clerical service in Hongkong. The proposals laid before the Legislative Council of Ceylon relate practically to all classes of public servants in that Colony, and if carried out will probably entail an additional expenditure of not less than Rs.500,000 per annum. For the purpose of dealing with this matter, His Excellency remarked, the Colonial Service had been divided into three great classes—the class of officers who are ordinarily recruited in Europe; the class of officers, other than and, speaking generally above the rank of clerks, who are ordinarily recruited in the Colony; and the clerical service in all its branches and ramifications. "All these classes have suffered from the greatly enhanced cost of living; the first class has suffered from that cause, but also and more especially from the fall, since the scales of salaries was fixed in 1870, or earlier, in the exchange value of the rupee for purposes of remittance to Europe." It is therefore proposed to fix the salaries of the first class in sterling, but that it is not of so much importance to Hongkong because the

rupee has a standard gold value, which fluctuates scarcely at all. The second class will be paid in the currency of the country if the measure is passed. His Excellency remarks of them—"They have undoubtedly suffered by the increase of prices, and they feel the pinch generated by the higher class of living; which, the much augmented prosperity of the Colony has generally induced." That is mild and moderate language from the point of view of the sufferers, and it hardly expresses the real hardships which they have endured in consequence of the high prices in vogue. Few outside that circle can tell the manoeuvres and shifts to which that class has been put in order to make their little spin out and get both ends to meet. They do it, but at what a sacrifice to themselves and their families! With regard to the third class, those in the clerical service of the Ceylon Government Departments, they are also described as suffering by the increase in the cost of living. A scheme of improvement is being arranged on their behalf also. The great point is that the Government of the Colony to which we have referred recognise the real hardship of the middle-class of public servants owing to the higher standard of living—and more especially owing to the higher cost of every article of necessity. In Ceylon it is proposed to increase the number of the better paid and to diminish proportionately the number of the worse paid appointments in the various branches of the service mentioned. "The effect," says the Lieut.-Governor in presenting the scheme, "will be to accelerate promotion, and so it is expected to improve the general efficiency of this branch—(that is to say, the second class generally recruited from the Colony)—of the public service. The initial cost is not very considerable, but gradually there will be added to the salaries of this body of deserving public servants, a sum estimated at Rs. 155,500." One of the most gratifying features of the report on the subject lies in the fact that the Secretary of State expressly intimates his desire that this or some similar measure should be passed without delay, in view of the delays that have occurred in the consideration of this matter. The question is certainly one which does not admit of further delay. It is quite as urgent in Hongkong as in Ceylon. How some of the class which is spoken of as No. 2 manage to maintain themselves respectably, live in comparative decency with rents at the top notch, and educate their children is a mystery to every thinking man. It argues sleepless nights and a daily awakening to unremitting toil which, while it may be chastening, is a distinct reflection on the Government. Life is hardly worth living at the price. None of the family can afford to get ill; few of them can afford the smallest luxury and, hard pushed as they are, they see even their humble cents flying away quicker every day. Just for the present there is an inclination, which cannot be too highly commended, on the part of a very few of the larger firms to reduce their prices. But that does not benefit the great majority of people of whom we are speaking. Does any one suppose that they deal with the great emporiums? They are more likely to patronise the small shops, whose prices are not likely to fall yet awhile. So comes to this, that we have on the one hand the sterling paid employes complaining that he is suffering through the rise in silver and the middle-class man, who is paid in the local currency, benefiting in not the very slightest degree. The former, however, had all the advantages when the dollar stood at a minimum; the latter is always the sufferer. Rise or fall; he is the victim, and it must be a poor spirit which cannot sympathise with him. We hold no brief for this long-suffering individual to urge this cause in public; but in justice to that section of the community to which he belongs—the section which, apparently, receives the least sympathy from those in authority—we feel that too much cannot be said on their behalf, and it will be our endeavour to press upon public opinion, in, as well as out of, season, the claims of these smaller officials—"this body" of deserving public servants—as the Ceylon Lieut.-Governor calls them—for consideration at the hands of the Government of Hongkong.

LOCAL AND GENERAL.

The following telegram has been received from the Government of Burma dated the 5th December, 1905:—"Your telegram dated 2nd December restrictions against arrivals from Hongkong port removed."

We have to acknowledge receipt from the Royal Insurance Co., represented by Messrs. Melchers and Co., in Hongkong, of a wall calendar and a serviceable pocket edition of an almanac and diary for 1906.

Mr. John Hays, solicitor, who for the past six years has been attached to the office of Messrs. Johnson, Stokes and Master, having severed his connection with that firm, left to-day for Shanghai to join the firm of Brown and Ellis, solicitors, of that settlement.

The Tanager arrived from the North yesterday. When she left Vladivostok on 18th ult., there were 28 vessels in port. Trade was practically at a standstill and many of the inhabitants of the city were starving although the ships were loaded with provisions, but owing to the inability they could not be unloaded.

The undermentioned details arrived yesterday per s.s. *Wesang* from Tientsin en route for England:—2nd Royal West Kent Regiment—Lieut. G. de St. C. Stevenson, 85 N.C.O.'s and Men. Royal Garrison Artillery—4 N.C.O.'s and Men. and Yorkshire Regiment—1 N.C.O. Royal Army Medical Corps—Capt. E. V. Ayles, and 1 private.

The following have been chosen to play for the Club in the Rugby match against the Navy at 4.30 p.m. to-morrow. The Club will play in colours—Back: C. T. Costigan, Three-quarters: L. G. Lamour, T. E. Pearce, C. M. Preshaw, J. G. Lecky. Halves: R. J. Blackburn, H. W. Peiley. Forwards: F. M. Rankie, F. C. Hall, J. P. McGillivray, H. F. Hickman, J. B. Macdonald, E. Rogers, G. Reginas, and H. F. Chard.

A USEFUL paper knife, which at the same time might serve the purpose of adorning any writing table, is the device adopted by the State Fire Insurance Co., Ltd., as an advertising medium for 1906. Messrs. W. G. Humphreys and Co., who are the agents, in Hongkong, for the Co., have also sent us a pretty wall calendar with the reproduction of Warren Sheppard's painting, "The Twilight Moon," printed in colours by the "process" system.

By kind permission of Lt.-Col. Altiss and officers, the Band of the 9th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, 7th inst. (weather permitting):—

March....."Stars and Stripes".....Sousa	
Overture....."Pique Dame".....Suppe	
Waltz....."Chimera".....Phipps	
Selection....."Nan Toy".....Jones	
New Round Dance....."The Veil".....Morris	
Cake-Walk....."Jolly Negroes".....Barger	
God save the King.	

This morning Sergeant Grant arrested D. R. Captain, proprietor of the general dealers store, carried on under the name of Jeejeebhoy and Company, of Hollywood Road, and D. M. Bhesania, an assistant in the store, on a warrant charging them with obtaining goods and money to the value of \$1,775.40 under false pretences from Messrs. Cooper and Co. of 132 Wellington Street, merchants. This morning they were placed before Mr. C. D. Melbourne, and after evidence of the arrest was taken the case was remanded till the 14th inst.

At Winnipeg last month, an eight-year-old boy playfully pointed a loaded gun at his mother, when the weapon was discharged and she was instantly killed. Mr. J. A. Baum had been out shooting, and upon returning home walked into the house and stood the gun up in a corner near the door, neglecting to extract the cartridge from it. His little son noticed the gun, and picking it up, as he was in the habit of doing, pointed it at his mother, who was approaching the house, making an attempt to frighten her. When she was about eight yards from the door the gun went off, the charge—No. 3 shot—piercing the unfortunate woman's head on the right side and entering the brain, killing her instantly.

We regret to have to announce the death of Mr. Lachlan M. Kerr, superintendent shipwright at Kowloon Docks, which sad event took place last night at his residence in the Kowloon Dock quarters, at the early age of 49 years. Deceased had been attached to the Aberdeen, and subsequently the Kowloon Docks, continuously since 1878, being latterly in charge of the Admiralty Dock, where he earned for himself great esteem and popularity, being well thought of by all who knew him in the Colony. He had been ailing for the past six weeks, but was carefully nursed by his wife, who refused to have him moved to hospital; but his constitution had become undermined by his long residence in the tropics, and his heart becoming affected, he gradually sank and passed peacefully away last night, as stated. He leaves a widow and one little son to mourn his loss, for whom the greatest sympathy is felt in their bereavement. The funeral takes place at the Happy Valley this evening.

An amusing story was unfolded at the Magistrate's court this morning, when two Chinese women were charged with fighting, behaving in a disorderly manner, and creating a disturbance, at West Point on the 5th inst. It appears that a cook in the employ of a Scotch family at West Point, as a reward for long and faithful services, was lately promoted to the exalted position of comrade, and in order to maintain the dignity of his position he promptly took unto himself a wife. But not content with this, he went to Canton and there married a second wife, leaving her in Canton when he returned to Hongkong. All went well for a time, until the monthly remittance not arriving to time, the Canton wife came to Hongkong to investigate, remonstrate, and secure her allowances which were in arrears. Arriving at her perfidious husband's quarters, she found another wife in residence, and as she entered, the man, recognizing her, made a bolt, the two women bolting after him. The man with the plurality of wives hid himself in a room, which he barricaded against the wives, and finding they could not get at him they proceeded to settle the matter between themselves. Very soon hair-pins were flying, hair streaming, and two brute females were glaring at and scratching each other's faces for all they were worth. The usual delighted crowd soon collected and were enjoying the impromptu drama being served up for their amusement when Inspector Collett, appearing on the scene the crowd silently melted away and the two women were exchanging such felicitous amenities were arrested. The charges were proved against them, and His Worship fined them \$1 each, and further bound them over to the sum of \$100 each to be of good behaviour for six months.

QUESTION OR COSTS.

In appellate jurisdiction, in Summary Action No. 1200 of 1905, between Tam Mun Sung and Tam Yau, and Cheung Sau Pang, before the Full Bench, their Honours Sir Francis Pigott, Chief Justice, and Mr. A. G. Wills, Judge, presiding, Mr. H. Slade (on behalf of Mr. E. H. Sharp, K.C.) instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared to move the Court to vary or discharge the order of the Honourable Court made in this action on the 4th day of November, 1905, as regards that portion thereof, staying execution in respect of the costs of the hearing thereof, in the Summary Jurisdiction.

Mr. H. E. Pollock, K.C., instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Girdle, said he had a preliminary objection to make. Section 25 of the Code under which the order was made, allowed ten days in which to appeal against such order. That order was obtained on the 4th November, 1905, while the motion was dated 4th December, 1905, or one month later, and thus the appellants were out of time, unless they could show that the motion was previously entered.

Mr. Slade said that *ex parte* motion was made on the 18th November.

Mr. Pollock:—That also, your Lordships will see, would be out of time.

His Honour the Chief Justice:—But the Ordinance states "within ten days after service of such order." Now, what was the date of such service?

Mr. Pollock:—Your Lordships have the original order, and perhaps if you would refer to that it would settle that question.

His Honour the Puisne Judge:—Yes, here it is; the service was made on the 10th November, so they would not be out of time, as the ten days would not elapse until the 20th idem.

Mr. Slade said that the order was made staying execution as regards costs, but their Lordships would not have made that order without conditions, the condition being that it would not be so stayed unless the defendants' solicitors refused to give an undertaking to repay the costs if the appeal is successful, and he then proceeded to quote several authorities in support of his motion. Mr. Pollock said that Mr. Slade had argued under the wrong section of the Ordinance. Order 58, rule 16, puts it emphatically that an appeal shall not mean a stay of execution, or of proceedings under the order appealed from, and this clearly implied that it would not be granted by the Court unless some notice was given to the other side of such application, as such an application could not be made *ex parte*. Mr. Pollock then quoted authorities in support of his objection.

Their Lordships, after hearing further arguments from both sides, said they would reserve their decision.

THE UNION INSURANCE SOCIETY.

NEW POWERS GRANTED.

In Original Jurisdiction before His Honour, Sir Francis Pigott, Chief Justice, this afternoon Mr. E. H. Sharp, K.C., instructed by Mr. F. V. Deacon, of Messrs. Deacon, Looker and Deacon, applied for an order confirming the resolution passed at a meeting of the Union Insurance Society of Canton, Ltd., on the 4th November, 1905. Mr. Sharp said this was a special resolution for enlarging the scope of the company's powers. The order for the advertising of the intention to bring this application before the Court had been carried out.

There were three divisions in the resolution: the first provides for the increase in the partnership members; the second for the acquiring shares in other companies; and third a general power for the investment of the surplus funds in other companies, and the object was for the Union Insurance Society to acquire shares of the China Traders' Company, Ltd. Mr. Sharp then called attention to the sound financial position of both companies, and remarked that the market value of the Society's shares, at \$100 paid up, now stood at \$750, and the business of the companies and their shares had risen considerably since this scheme was announced. During the past 15 years the ratio of losses on policy holders' claims in the Society amounted to about 50 or 60 per cent of the premium, and Mr. Sharp then went into figures culled from the companies' reports already published, and added that as regards the China Traders' Company the value of the shares was \$85 but now stood at \$90, and the losses had never caused them to entrench on the reserve, and every year showed a large profit on premium alone. He would further say that if all the policy holders came forward to object to this proposed scheme, His Lordship would see that their interests were entirely secure; but as a fact, though this petition and the resolution had been widely published not one policy holder had come forward to object. It was not sought at present to enter into any partnership with the China Traders' Company, but only to acquire a large number of shares, and so, perhaps, a controlling interest, and the Association gives an undertaking under the resolution, until all the present policies have expired, save only with the China Traders' Company, Ltd.

His Lordship reviewed the purposes of the proposed alterations in the Articles of Association, and said he was satisfied that the business of both these companies had been properly carried out, and the interests of the policy holders well looked after, and in view of the high standing of both companies he thought he was justified in granting the petition.

THE EQUITABLE LIFE ASSURANCE CO.

FINANCIAL CONDITION UNQUESTIONABLE.

Messrs. Shawan, Tynes & Co., the general managers, in Hongkong, of the Equitable Life Assurance Society of the United Kingdom, have received the following telegram from the Society's head office to-day:—

"Accountant further certified Surplus \$14,700,000 (fourteen million seven hundred thousand dollars gold). Financial condition is unquestionable."

TELEGRAM.

HONGKONG TELEGRAPH SERVICE.

RUSSIA AND CHINA.

A MAGNANIMOUS OFFER.

DISCLAIMS LIABILITY, BUT PROVES AFFECTION.

[From Our Own Correspondent.]

Shanghai, 6th December.

S. p.m.

M. Pokotiloff, the Russian Minister to China, has informed the Wai-wu-pu that Russia cannot recognise that she is under any obligation to indemnify the Chinese for losses arising out of the Vladivostok riots.

As an evidence, however, of the friendship which Russia bears towards China and the Chinese people, he promised that he would endeavour to persuade his Government to grant some pecuniary relief to those Chinese merchants who suffered by the recent disturbance at Vladivostok.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PROPOSED HORTICULTURAL SOCIETY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The proposal to form a Horticultural Society in Hongkong will be submitted at a public meeting which will be held to-morrow afternoon. I along with all who have regretted the absence of any stimulating influence to cultivate fruits and flowers in Hongkong thoroughly welcome such a proposal. I believe that every corner of Hongkong is suitable for purposes of cultivation, and if we are not independent of outside supplies as regards fruits, flowers and vegetables that condition of things is wholly due to our own indifference in the matter. We thereby neglect the immense possibilities of securing a profitable industry for Hongkong, and allow ourselves to be victimised by the greedy supplier, who sells us his commodities mostly gathered before their proper season. He charges prices out of all proportion to the real value of the fruit and vegetables, and cares for nothing as to their condition. The whole aim and object before him is cash. I sincerely hope that the public will give their best co-operation to this excellent proposal to form a Horticultural Society, and that practical resolutions will be brought forward, having as their end the success of the Society's operations. Thanks are due to His Excellency the Governor, and Mr. Dunn of the Botanical and Arborescent Department for their interest in this matter which should prove a boon and a blessing to Hongkong.

I submit a list of those fruits which could be cultivated here and should be under cultivation: Papayas—an excellent fruit, healthy and medicinal, suitable for pickles, salad, or dessert; season March to December. Carabolas—for table and preserves, season June to November. Mulberries—a pleasing fruit of medicinal properties and suitable for special dishes makes excellent syrup; season March to June. Loquats—good for table, kitchen, and jelly; makes a better jelly for mutton than red currants; season March and April. Wengies—excellent for table; a febrifuge; a good jelly; season May to August. Figs—the easiest plant to cultivate but seldom seen here; season June to December. Jerusalem—most remunerative fruit tree, delicious when dried; Japan exports a good deal and it is a good staple for the consideration of traders. It is not only a delicacy for the table but it is good for suffering from diarrhoea. The wood of the tree is sought after by boat-owners for its strength and suitability. Pinaloes—wholesome and remunerative; its preserved peel makes a good dessert and far better than candied orange peel; dried peel is also a good disinfectant particularly in cases of small-pox; season November to March. One and all of the fruits mentioned above have been produced in this Colony so why should they not be regularly cultivated? This is a matter which is worthy the attention of the Horticultural Society to be. Among other fruits which should flourish here are bananas, grapes, oranges, lemons, pears, goldard apples, guavas, pomgranates, peaches, plums, pineapples and mangoes. I trust and believe that the Society when formed will be a success and induce the cultivation of the fruits. I have mentioned so that we may not be dependent on other places for our supplies—I am, etc.

Hongkong, 6th December, 1905. F. P. B.

THE s.s. Raja which formerly belonged to the Hansa line has been bought by the North German Lloyd, and the *Yangtze River* has been sold to the *Yangtze River* Navigation Company. The vessel is of 5,000 tons, and was expected to sail for Hongkong last month.

SHIPPING AND MAILES.

MAILS.

Indian (*Lalung*) 18th ult.

French (*Ernest Simard*) 18th ult.

Australian (*Chingy*) 18th ult.

German (*Prinz Waldemar*) 17th ult.

Canadian (*Empress of Britain*) 17th ult.

The s.s. *O. S. N. Co.* will leave for Singapore for the port on 11th ult. at 11 a.m. The P. M. S. Co. will leave for Hongkong from Yokohama on 11th ult. and will be expected to arrive here on 12th ult.

TELEGRAM

RUSSIA.

PRECAUTIONARY MEASURES.

LONDON, 4th December. The most elaborate precautions are being taken in St. Petersburg in view of a feared outbreak of the troops.

The naval forces have been disbanded, owing to their sympathy with the revolution, and quickfiring are trained on the Horse Guard's barracks.

All who can are leaving the country. Finance and commerce are paralysed.

Engine drivers in Petersburg to the German frontier with news twice a day, whence it is telegraphed on; but the impending general railway strike threatens to cut off this means of communication.

FORCE OF THE JAPANESE NAVY.

It may be well here briefly to summarise the strength of the Japanese navy, which is now entrusted with the wardship of the Far East. Counting the *Mikado*, the strength is as follows in important ships:—

	Ready.	Constructing.	Total.
Battleships, class 1	3	4	11
" " " " " "	2	1	3
" " " " " "	3	3	6
Armoured cruisers	8	4	13
Protected " "	14	2	16
Destroyers	26	20	46

With a total of thirty armoured units completed, constructing or projected, Japan stands fifth among the Powers of the world, the navies ahead of her being (1) the British; (2) the United States; (3) the German; (4) the French. She has risen to this place from seventh, where she stood in 1904, when above her were the Russian and Italian navies, as well as other fleets already mentioned.—*Navy League Journal.*

JAPANESE SHIPPING.

PACIFIC OR RUCROSSION.

INTERESTING PARTICULARS.

At a meeting of the Ship-building Society held in Tokyo, Mr. S. Terada, in the course of a speech, touched upon an interesting phase of Japanese shipping. He said:—

"Prior to the Japan-China war of 1894-5, Japanese steamships numbered 680, and their aggregate tonnage only reached 10,000. After the war, however, the number increased to 827, and the tonnage to 213,000, the latter showing an increase of more than 90 per cent. The increase during the late war, however, amounted to a little more than 40 per cent. At the end of 1903 the number of Japanese steamers was 1,088, and their tonnage aggregated 650,000. At the end of September, 1905, the figures were 1,360 and 930,000 respectively. It is true that Japanese shipping, which ranked sixth on the list in respect to tonnage, has advanced to the position of fifth at a bound after the war, leaving Holland, Italy, and Spain in the rear; but it is open to doubt whether Japan is not behind the countries mentioned in point of quality. The number of steamers purchased during the war was 148, with an aggregate tonnage of 300,000; 120 of the steamers being over 1,000 tons. The majority of the ships, however, are obsolete cargo boats. Their average speed is 10 knots, while their age averages 17 years. The price paid for these ships was comparatively high, being an average of 75 per ton. With regard to the nine newly-built ships, the tonnage of which aggregates 24,000, seven of these possess a double bottom, and they are mostly built of steel. Their speed ranges from 9 to 14 knots, but generally speaking, they can hardly be classed as first-class ships. Wooden vessels totalling 1,897 tons and steel vessels aggregating 7,461 tons were built during the war."

"The number of chartered vessels that plied along the coasting ports during the war totalled 1,347, with an aggregate tonnage of 2,800,000. This greatly relieved the pressure upon the coasting trade by steamers, though the passenger traffic suffered considerable inconvenience for some time. The charterage, estimated at 150 million yen, must have amounted roughly to 10 million yen. The captured vessels of over 1,000 tons numbered 35, their tonnage being 110,000; the vessels lost or sacrificed in the war were also 35, of a total of 83,000 tons. Thus Japan's mercantile navy now consists of 4,958 foreign-rigged vessels of 1,350,000 tons, including 1,360 steamers with the aggregate tonnage of 930,000."

"Although the number and tonnage of Japanese steamers have increased by 40 per cent, as stated above, compared with the fleet before the war, a diminution of about one knot is to be observed in the average speed, and an increase of one year and a half in the average age of the ships. A decrease is also to be noted in the number of vessels possessing double bottom. In this regard Japanese shipping appears to have made retrogression rather than progress, and at the earliest possible moment the ships of obsolete type must be replaced by those of newer pattern. Assuming the average steamship duration of ships to be 25 years, it is clear that existing vessels, the average age of which is 14 years, must be replaced in the course of the next eleven years. In other words, Japan must build or purchase new vessels totalling 8,000 tons every year. In the past, 33,000 was the maximum tonnage Japan had built in a single year. It will therefore be readily seen that unless great progress is made in shipbuilding enterprises in Japan they will not be equal to the increasing requirements."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 6th at 11:55 a.m. The barometer has fallen generally, particularly over the E. and N. coasts of China.

The depression lying over Central China yesterday, has moved Eastwards, and is this morning approaching the neighbourhood of Shanghai from the Westward.

Pressure is high over E. Japan. The monsoon is not likely to be again strongly in the North.

Light monsoon is indicated over the N. part of the China Sea.

Forecast:—Variable winds, light or moderate breeze, probably some light rain.

THE REGISTRATION OF PARTNERSHIP.

MUCH NEEDED COMMERCIAL REFORM.

WILL THE STRAITS BILL BE DUNKED?

The Registration of Partnerships, which has been for years a necessity, not only in the Straits, but in China and Hongkong, is now up for discussion before our Legislative Council. The *Daily Mail* (Singapore) says: Hongkong has decided to wait action here. This is not the first time this subject has occupied the attention of our legislators. It was first brought up in 1888. An Amended Bill was, for want of support, not proceeded with in 1894, and in 1901 again the matter was brought up. This time the Chamber of Commerce was not prepared.

The unusual number of failures of Chinese firms in the Straits and Hongkong, and the trouble afterwards in finding out the partners of such insolvent firms, have given grave cause for anxiety to merchants, and elicited severe and out-spoken criticism by our local judges as well as those in Hongkong.

APPLICABLE TO ALL. The present Ordinance will be applicable to European and Native firms. Every firm will have to be registered. Every person failing to register his firm will be liable to a fine not exceeding \$25 per day, for every day the firm remains unregistered.

In registering a firm the declaration must contain the following particulars: 1. Firm's name; 2. Address; 3. Nature of business; 4. Address of partnership firm; 5. Name of each partner; 6. In case of Chinese, the Chinese characters for such names, the residence of the person registering, in the Colony and outside the Colony; 7. Birthplace; 8. Age; 9. In case of a minor or a Mohammedan or an Indian, the name of his father; 10. Name of any other firm in which the person has a partnership; 11. The impression of the chief seal or chop of Chinese firms.

FINES TO BE IMPOSED. The liability to incur a fine of \$25 per day will prove an incentive to firms, and partners to register themselves according to the rules laid down. The main object of the Bill is to discover the actual partners in firms, more especially Chinese, as lack of knowledge of the constitution of such firms is dangerous to credit-givers and, what is still more serious, encourages dishonesty.

A Chinaman of supposed good standing may have a small interest in a firm, and on his name, that firm enjoys credit, yet when the smash comes, it is discovered that his interest is practically nil, he having placed only a comparatively small sum in the business. Later further smash takes place and the same man appears in each case, probably as the chief partner.

Again, it is often discovered that the principal partners, seeing inevitable failure coming, clear off to China, or, if not, the chief partner or partners live in China, where it is impossible to reach them.

LEGAL OPINION. This state of things is ruinous, and is more especially so on the small European firms. It is not business, and in more than one case, has been worked by Chinese firms so cunningly and smartly as to warrant their actions being called a swindle, and, although in nearly every case men have been seriously reprimanded by the Courts, yet the judges have found themselves entirely unable to punish the offenders. The legal fraternity, the Official Assignees, and the judges are all in favour of the passage of the Bill.

There is no possible reason for throwing out the Bill. There are several opponents to it, among whom is Mr. Huttenbach. This gentleman is strongly opposed to the provisions for identification, claiming that they are vexatious, and predicts that the Ordinance will make the position of the creditor worse and even drive away trade. Mr. Huttenbach's firm has, like all other firms, been a heavy loser through the very shortcomings, which the proposed Bill will rectify. He says it will drive away trade, but has not shown why. There is no inducement for English and foreign manufacturers to start business in the East. Firms in Europe know with whom they deal. They know for a certainty the exact construction of their buyers' firm and, if not, they can always obtain information from the Banks. Such firms would, therefore, never think of doing business in the Straits, China and Hongkong for themselves. Why? The question is readily answered. They want to know with whom they deal. Even the Banks here cannot say for a certainty, except in a few exceptional cases of firms of long standing.

That some Chinese firms themselves arrived at a decision on the point is proved by the verities to be occasionally seen in our local papers, declaring the partners in the firms.

It is not only hard on the small European firms that nothing is done, but it is a gross injustice to respectable native and Chinese firms, who must, as a result, also rest under a cloud of suspicion.

ANOTHER VIEW. The merchant in Penang expressed his view on the position thus: "I or my assistant know the business, &c. If the position is altered, all my experience and knowledge become of no value."

The view taken by the gentleman is certainly selfish, yet it is not to be credited that any merchant in the East can know with absolute certainty the constitution of every firm or even 50 per cent of the firms with whom they trade. Their cashiers, buyers, and salesmen do not, and if that is so, how can the European himself know? Such arguments cannot hold.

There is no one firm in Singapore of any standing which has not at one time or other suffered, and many have suffered very severely.

WILL DONE PENANG. It is pleasant to see that little Penang is not to be overruled by our Chamber of Commerce, for notwithstanding Mr. W. H. Sheldrake's letter urging the Penang body to co-operate against the Bill, the Chamber of Commerce practically unanimously decided that they approved of the general principle of registration of partnerships, but are of opinion that certain provisions require considerable amendment at the same time they thank the Government for introducing the Bill. Penang is to be congratulated on the steps she has taken.

The proposed Bill will affect the large firms by giving the smaller ones, which cannot afford to make heavy losses, at least a fair chance, and that is what the large firms seem to do not want.

NORWEGIAN SHIPPING.

A RETROSPECT.

TRADES AND COMPETITION.

We have received from Messrs. Aagaard, Thoresen & Co., steamship agents, a comprehensive report on Norwegian shipping in the Far East for 1904-1905. This most interesting compilation is the work of Mr. Bjorn Aagaard, and from its pages we make the following extracts:—

Owners having steamers in the Far East have had a lively time of it during the Russo-Japanese war, and can look back upon a prosperous past, bringing them good remuneration at a time when practically all other markets were at low ebb.

Most of the Norwegian steamers out here were employed in Japanese, Korean and Manchurian coasting trades, trade between Japan and North China and between Hongkong and Formosa. Owing to that the Japanese regular lines, principally the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, who previously had had their own steamers running in these trades, had to place them at the disposal of the Japanese Government as transports. Besides this, the war brought renewed activity in all directions up North, the Mitsui Bussan Kaisha and Mitsui Bishi Goshi Kwashi for instance requiring a large number of steamers.

It is from the same source that our strongest competition will come. The Japanese have shown themselves to be admirable calculators, indefatigable and intelligent workers in the art of war, and their mercantile abilities are, if anything, superior to their martial qualities. Now that the war has been brought to a successful issue, they will, with all that energy which has actuated the world, go in for peaceful acquisitions, and their steamers, so long bound transports, will by one by one, do so.

Already, several of the regular lines which were kept up by chartered tonnage, have again put Japanese boats on the run. A friendly competition, hard as it at times may become, will however not result in any of the contestants losing heart; but will rather tend to increase the feeling of comradeship, and we are glad to state that the Norwegian boats and Norwegian captains have been and are very favourably looked upon both by foreign, Japanese and Chinese charterers out in the East.

Owing to the tightness of money and the unsatisfactory results of previous ventures, local Chinese, who, in former years took the largest number of Norwegian steamers on time charter, practically withdrew from the market. The export of rice from Saigon to Hongkong dwindled down to practically nothing, and during the whole time the war has lasted, the situation may curiously be described as this: that the market was most active and fixtures most numerous in the North, the Hongkong market following as a bad second, and the Singapore and Bangkok markets bringing the slackest, with no demand in comparison to former years.

The Norwegian tonnage was especially hampered in the Bangkok trade where the North German Lloyd has assumed a control which practically constitutes a monopoly. How long this is going to last we cannot say, but in the immediate future no hopes of an increase of trade for our steamers may be expected in this direction, so that the efforts will have to be concentrated upon retaining as much as possible of what we have until an efficient arrangement can be made to protect our interests in Siam and Straits Settlements.

The way in which the German Companies have been able to expand their Eastern trade commands entire admiration and it is to be hoped that Norwegian owners will take the lesson set by their German competitors, to heart, and adopt a closer combination with each other coupled with a heartier support of those who have been placed out here to attend to their interests.

By acquiring new and expanding their old regular lines, the Japanese and Germans have got a foothold in the East from which they will not be ousted, and which it may be assumed will lead to their ultimately becoming more and more dangerous competitors not only to Norwegian owners but also to the British, who hold the record as the largest shippers, traders and carriers to the Far East and on the coast out here.

WHALING. The two Norwegian whalers *Rea* and *Regina* stationed at Nagasaki have, we understand, had a prosperous year on the Korean coast, and it is reported that the whaling fleet is going to be augmented by one or two steamers, Japanese have just ordered whalers to be built at Nylands Shipbuilding Yard, Christiania, and we expect that the competition between the different firms in this line will become even keener than it has been.

FOREIGN CARRIERS. Owing to the large influx of undesirable, the various Governments and authorities in the East decline to allow sailors and firemen not having the necessary means of subsistence, to be discharged from steamers arriving out from home, except the owners or their agents deposit sums varying between \$100 to \$500 or the necessary amounts for passages home.

These regulations, which are justified in every way by the circumstances, have led to various controversies between the Consuls and the Captains. The procedure is, however, becoming more and more known in Norwegian shipping circles, so that further controversies hardly will occur in the future.

REMITTANCES. During the period in question and for the steamers fixed by us, more than kroner 7,000,000 were encashed and have been remitted home, besides more than kroner 2,500,000 purchase money for Norwegian steamers which we have sold out here.

EXCHANGE. The dollar is at present standing at 2.17 to demand rate, a splendid change, which will recoup the owners somewhat for the increased cost of raising their steamers and for having had to accept lower freights of late. The average exchange, which in 1900 was 25.00, fell in 1901 to 18.11, in 1902 to 20.10, in 1903 to 21.11, in 1904 to 22.11, and in 1905 to 23.11.

Later on the value of the dollar again rose to 18.10, on an average, and during the last months of this year it has been steadily on the increase, with quotations as high as 25.00 for June 1905.

WORKING EXPENSES. An enormous increase in prices for all commodities required not only by those living permanently in the East but in no smaller degree necessarily to the working of the steamers out here, must, we repeat to say, be recorded. This has especially been the case in Japan and Hongkong, the direct cause being the war and the abnormal activity occasioned by the same. In active agitation has now set in to counteract the continued increase. Whether this attempt will prove abortive or not, the future will tell, but in the meantime we are in the midst of an upheaval with no certain prospects of a decline.

DOCKING CHARGES. Owing to the loyal support of Norwegian owners, who have appointed us their agents, we were able to make very satisfactory contracts with the local Dock Company, monopolizing the docking facilities at Hongkong, ensuring for the steamers in our hands a considerable reduction in docking charges, etc., thus effecting a saving of thousands of dollars to our clients.

SAVINGS AND INSURANCE. The mutual salvage arrangement at present existing between the largest Steamship Owners in China, Messrs. Butterfield and Swire, Jardine, Matheson and Company, and the China Merchants Steam Navigation Co., by which vast sums are saved by the companies in question, commands the attention of Norwegian owners and underwriters.

The insurance question ought, we think, also to be reconsidered, in view of the anticipated hard competition in the shipping line out here. Any change of system which would lead to a reduction in the present insurance premiums would help to bring the Norwegian steamers to retain what they have, and to get an increase of trade under the Norwegian flag. In this as in other directions a combination of the many small interests into one large common one, is much to be desired. A glance at the scale on page 7 giving names of the Norwegian owners having steamers trading out here will show our readers how split-up the Norwegian interests in reality are.

NORWEGIAN CONSULAR FEES. Owing to that firms who had chartered Norwegian steamers on time charter declined to pay the consular fees, we have had the following clause inserted in our charters: "Norwegian Consular fees including those payable at ship's port of registry amounting to 3 shillings per net ton per month, to be paid by the charterer to owners' agents in monthly instalments," by which we have been able to refund owners leaving their steamers in our hands considerable sums of money.

ARBITRATION AND LAWSUITS. As agents for the "Nordisk-Skibredereforening" we have attended to several arbitrations and lawsuits concerning Norwegian steamers.

BUNKER COALS. The price of bunkers has constantly risen owing to the lack of coal from Japan resulting from want of miners and railway trucks and owing to the increased consumption during the war. We have, however, as agents for the "Steamship Owners' Co-operative Association" been able to secure bunker coal at prices than individual owners have had to pay.

The coal question has become of vast importance than ever to the large fleet of vessels at present trading in the East, and as prices for Japan coal are as high as \$12 at present, we may look forward to an increased import of Bengali coal, which it is hoped can be brought on the market here at about \$2 less per ton, or of Australian coal, of which latter large shipments have arrived. If Indian and Australian coal get hold of the market, we expect new trades to spring up, principally for vessels of larger type, between Calcutta-Singapore and Hongkong, and between Newcastle, New South Wales and the North.

Attempts are also being made to place Borneo coal on the market; however the great difficulty in getting miners to work the fields owing to the climate and to hygienic impediments may prove too great at present. At the beginning of last autumn and winter, Cardiff coals were practically a drug on the market on account of the large influx, but these cargoes have now been worked off and the market has again attained its normal aspect.

CHARTER PARTIES. The charter parties at present in vogue out in the East vary in their contents so materially that Norwegian owners in company with the competitors ought to effect a unification and to secure a standard form for the whole of East Asia similar to what has been done in the West Indian and North American trades.

Attempts, resisted by us, have of late been made up north to still further ensure for charterers a firm and satisfactory to them and oblige the owners.

By mutual consent, a reasonable charter form satisfactory to both parties could easily be arranged. However, as long as owners do not take the initiative and as long as agents and brokers in their attempts to do business a *tout price* support the claims of the charterers, we shall have to be content with the chaos at present reigning.

THE RISE IN SILVER.

SIAM'S CURRENCY.

The following is taken from the *Bangkok Times* of 20th ult:—

Owing to the rise in the price of silver, the Government has advanced the Treasury selling price of the tical. We understand that the result on to maintain any advance made still holds good, and that the Government is confident of its ability to keep the price up to the figure now reached. That being so, the effect on trade is not likely to be very noticeable and things should easily adjust themselves to the change. The most natural result to be expected would be a check in the exports, as the holders of paddy are very reluctant to lower their rates, and exporters cannot safely maintain the present prices when exchange goes up. But with a bumper crop in prospect, that is a matter that should not prove very serious. The importer, of course, should benefit by the improvement in the value of the tical, but the retail purchaser of imports has by this time ceased to hope to share in the benefit. Theoretically he should, since prices went up with a falling tical, but all experience goes to show that retail prices are not seriously lowered by an improvement in the value of silver. The only people, however, who are likely to be seriously affected by what is in itself an excellent thing and for the general welfare, are those who enjoy the some-time blessing of a sterling salary. As regards such Government servants, the recent history of the tical must be regarded as establishing for them some claim to consideration. A man who was content with a sterling salary that yielded him 500 ticals a month when the value of the tical was 19 to the £, is not likely to be so when there is a not very distant prospect of its being reduced to 674 by a difference in exchange. All the same the advance is one to be regarded with satisfaction.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 0/10
Do. demand	2 5/10
Do. 4 months sight	2 3/10
France—Bank T.T.	2 5/4
Germany—Bank T.T.	2 0/10
India T.T.	1 10/10
Do. demand	1 11/10
Singapore—Bank T.T.	7 1/2 com.
Singapore T.T.	2 prem.
Bank T.T.	2 5/8
Do. demand	1 11/10
Buying.	
1 months sight L/C	2 0/10
3 months sight L/C	2 0/10
6 months sight L/C	2 0/10
1 months sight San Francisco & New York	49
3 months sight Sydney and Melbourne	50 1/2
4 months sight Sydney and Melbourne	51
4 months sight Germany	2 5/8
4 months sight Germany	2 5/8
Bank of England rate	2 1/11
Bank of England rate	4 1/2
Sovereign	9 9/10

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 7th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF GOLD, SILVER AND DIAMOND JEWELRY.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1199]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 8th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF MISCELLANEOUS ARTICLES, comprising

HALF-PLATE CAMERAS, SEXTANTS, CLOTHING, TELESCOPES, BINOCULARS, BOOTS AND SHOES, SUNDRY JEWELRY, &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1200]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 11th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK, ENAMELLED, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1201]

LADIES' RECREATION CLUB.

A SUBSCRIPTION DANCE will be held in the

CITY HALL, TO-MORROW,

7th December, 1905, from 9.15 P.M. to 12.30 A.M.

Applications for Tickets (\$5 each) should be addressed to Mrs. FRAZER, Hon. Treasurer, at the King Edward Hotel or c/o The Hongkong and Shanghai Banking Corporation, or to the President, c/o Messrs. Jardine, Matheson & Co. Tickets may also be had at the door. A Train to the Peak will be run, not later than 1 A.M.

M. BELL, Hon. Secretary. [1206]

EQUITABLE LIFE ASSURANCE SOCIETY.

BY TELEGRAPH.

AFTER EXAMINATION, the Chartered Accountants have further certified to the Directors of the EQUITABLE LIFE ASSURANCE SOCIETY of the United States that the Society has a surplus of 67 millions and that the Society's financial position is unquestionable.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th December, 1905. [1207]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

REGATTA HOLIDAY.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on SATURDAY, the 9th instant.

By Order, A. R. LOWE, Secretary.

Hongkong, 6th December, 1905. [1204]

NOTICE TO CONSIGNEES.

STEAMSHIP "DUNDAS" FROM JAVA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Before delivery can be made an Average Bond must be signed by Consignees at this Office.

No Fire Insurance will be effected by us in any case where the cargo is not insured.

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th December, 1905. [1203]

Intimations.

Special Opportunity

AT

THE ROBIN

Shipping Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"HUICHOW"	7th December.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	8th "
GLASGOW AND LIVERPOOL	"STENTOR"	19th "
GLASGOW AND LIVERPOOL	"KANCHOW"	26th "
GLASGOW AND LIVERPOOL	"TELEMACHUS"	29th "
GLASGOW AND LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW AND LIVERPOOL	"PAK LING"	2nd "
GLASGOW AND LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW AND LIVERPOOL	"PATROCLUS"	9th "

Chartered S.S. "Huichow" left Singapore at daylight on the 1st inst., and is due here on the 7th.
S.S. "Idomeneus" left Singapore on the morning of the 3rd inst., and is due here on the 8th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th December.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	1st January.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	7th December.
	"TYDEUS"	26th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1905.

CHINA NAVIGATION CO., LIMITED.

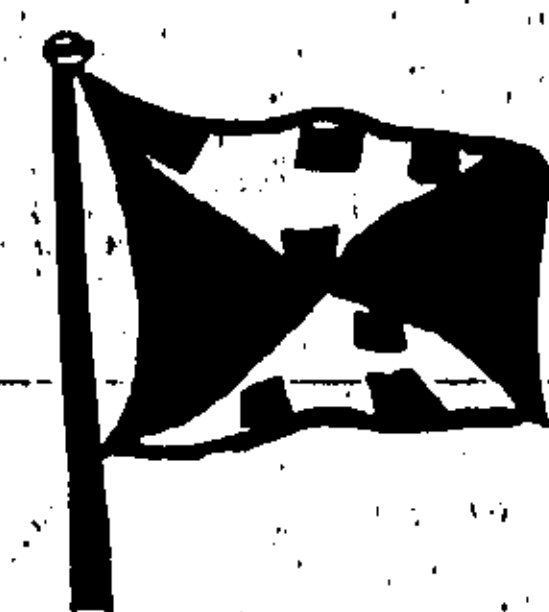
FOR	STEAMERS	TO SAIL
KOBE	"CHANGSHA"	8th December.
MANILA	"TAMING"	12th "
CEBU and ILOILO	"KAIFONG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHANGSHA"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th December, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon—midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th Dec.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th Dec.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st December, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	For	Sailing Dates
"INDRANI"	FRIDAY, 15th December.	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 90, Pottinger Street.Always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Glance Duplicator.
Hongkong, 23rd February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—CELTIC CHIEF, British ship, Capt. John
Jones—Standard Oil Co.

Shipping Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Capt. T. Austin, R.N.THIS Steamer departs from Hongkong at
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; and Class \$1; 2nd Class, 50 cents.
Every Sunday will be an Excursion at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin, which has accommodation for
two or more passengers, will be charged \$5
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals 3 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[17]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	"HUNG SANG"	THURSDAY, 7th Dec., Daylight.
SHANGHAI	"KWONG SANG"	THURSDAY, 7th Dec., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUM SANG"	TUESDAY, 12th Dec., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

[60]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGAT ON COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,498	Waggon	December 16th.
"NICOMEDIA"	4,370	Feldmann	December 22nd.
"NIMANTIA"	4,370	Metzger	January 7th, 1906.
"ARABIA"	4,370	Metzger	January 31st.

The S.S. "Aragonia" is expected to sail from Moji on the 7th instant, and will be due here on
the afternoon of the 12th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

[12]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMOND"

Captain Henderson, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th December, 1905.

[190]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain W. G. McArthur, will be despatched for
the above Ports, on WEDNESDAY, the 27th
instant, at 10.30.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, etc., throughout the voyage.The Steamer is installed throughout with
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th December, 1905.

[118]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	22nd Dec.
Platader	3,773	F. G. Purington	29th Dec.
Shawmut	9,666	E. V. Roberts	"
Hyader	3,773	Geo. Wright	"
Tremont	9,666	W. V. Garlick	"

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw S.S. "Shawmut" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED
General Agents.Queen's Buildings,
Hongkong, 6th December, 1905.

[8]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"GHAAZE" 9th December.

"LOTHIAN" 14th December.

"ATHOLL" 3rd January.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th November, 1905.

[10]

Shipping Steamer.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"AUSTRALIAN"

Captain W. G. McArthur, will be despatched as
above, TO-MORROW, the 7th instant, at
Daylight, instead of as previously advertised.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th December, 1905.

[119]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 11th instant will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 11th instant, at
9.30 A.M.All Claims must reach us before the 16th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 5th December, 1905.

[1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PATHAN"

FROM GLASGOW, LIVERPOOL AND
MIDDLESBOROUGH.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk in the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th December, 1905.

[1197]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SILVIA"

Captain Jäger, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 8th December will be sub-
ject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th December at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18 December, 1905.

[118]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
via S.S. "Armand Behic" and from Bordeaux via
S.S. "Ville de Dunkerque" and "Friedrich Meret," in con-
nection with above Steamer, are hereby in-
formed that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk in the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Bills of Lading will be countersigned by the
Undersigned; Goods remaining undelivered after
THURSDAY, the 7th December, at Noon,
will be subject to rent and landing charges.All claims must be sent in to us on or before
the 7th December, or they will not be recog-
nized.All consigned cargo will be examined on
THURSDAY, the 7th December, at 3 P.M.

No Fire Insurance has been effected.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th November, 1905.

[1144]

Consignees.

THE P. & O. STEAMSHIP
COMPANY, LIMITED.FROM BOMBAY, COLOMBO AND
SINGAPORE.Consignees of Cargo are hereby informed that their Goods
are being landed and stored at their risk in the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 11th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.P. & O. STEAMSHIP COMPANY, LIMITED,
Superintendent.

Hongkong, 2nd December, 1905.

[1]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALANCOTTA"

A MAGNIFICENT DONATION.

frances Wilson, the comedian, believes the absent-minded man lives in new Rochelle. Last summer, Mr. Wilson's front door got out of order and refused to ring, and to find a friend—an electrician, he asked him to come and make the necessary repairs. Meeting the man several days afterward, he reminded him that the matter had not been attended to and inquired when he could find convenient to look after it. The electrician pleasantly replied:

Why, I called at your house the very day I asked me, I rang your front door bell and, time again and no one paid the slightest attention to me! — *Success Magazine.*

Shipping Report.
Str. Profit from Bangkok.—Strong wind, g sea.
Str. Forward from Pakhoi.—Very fine weather, light ENE. winds.
Str. Holman from Coast Ports.—Light breeze, and dull hazy weather, and smooth sea.
Str. Pioneer from Bangkok.—Strong weather first part of passage, strong NE. monsoon, very light and a heavy squall from 10° N., weather all.

Nagasaki and Vladivostok—*Per Tungus*,
12th Dec, 9 A.M.
Macao—*Per Hounghkan*, 9th Dec, 9 A.M.
Zamboanga, Jolo (Sulu Island), Sandakan
and Kudat—*Per Borneo*, 9th Dec, 1.15 P.M.
Macao—*Per Hounghkan*, 9th Dec, 1.15 P.M.
Singapore, R. Wilhelmshafen, Herberst-
enberg, Hamburg, Sydney and Melbourne
—*Per Willahad*, 12th Dec, 1 A.M.
Europe, etc., India, via Tulucoin—*Per
enlin*, 12th Dec, 11 A.M.
Singapore, Penang and Calcutta—*Per Hun-
gan*, 12th Dec, 3 P.M.
Manila—*Per Taming*, 12th Dec, 3 P.M.
Singapore, Penang and Bombay—*Per Capri*,
14th Dec, 19 A.M.

Protée	sub-marine
Rapide	destroyer
Redoutable	battleship, reserve
Saba	destroyer
Six	armoured gunboat
Surprise	gunboat
Takings	river gunboat
Takouan	destroyer
Vauban	battleship, reserve
Véran	recon.-ship
Vigilante	river gunboat

* Flagship of Vice-Admiral Richard, Cox
 Flagship of Rear-Admiral de Paques de

---	---	---	Lieut. Glorius
---	---	---	Lieut. Vincent
---	---	---	Flapship of Re
9,437	8	6,071	Capt. Passer
---	---	---	(theological)
1,706	10	1,700	Lieut. Hall
530	3	500	Capt. Dupres
---	---	---	Lieut. Roque
350	8	---	Commander T
6,150	23	4,360	Lieut. Foogers
---	---	---	Lieut. Braggan
133	7	100	---
Commander-in-Chief.			
Lieutenants, Second-in-Command,			

Bridgman						Saigon
Bar-Admiral de Manilles,						Saigon
at de Siam, Comd'ing						Saigon
aidance of Indo-China						Hai Phong
						Saigon
						Dau d'Aiong
						Upper Yangtze
						Saigon
						Houngay
						Saigon
						Shanghai

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Adour	transport	—	—	—	Lieut. Marie	Haiphong
Argus	river gunboat	133	—	500	Lieut. Jéanral	Wuchow
Avalanche	river gunboat	150	5	150	—	Haiphong
Bajonnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	140	—	150	Lieut. Mille	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Asas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidé	gunboat	645	10	1,500	Lieutenant L'Eost	Haiphong
Descartes	cruiser	1,094	14	5,500	Commander Amiel	Port-Dayot (Annam)
Dupetit-Thouars	armoured cruiser	303	—	—	Lieut. Mère	Port-Dayot (Annam)
Euroc	river gunboat	303	—	—	Lieut. Cotoni	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Bibal	Haiphong
Fronda	destroyer	350	—	303	Capt. Tracou	Haiphong
Guichen †	protected cruiser	—	—	—	Capt. Ridoux	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Lieut. Portier	Saigon
Henri Rivière	river gunboat	—	—	—	Lieut. Le Coroller	Haiphong
Jacquin	river gunboat	300	6	308	Commander Sagot-Duvaux	Haiphong
Jasoline	destroyer	307	—	300	Commander Simon	Haiphong
Kersaint †	cruiser	1,350	—	7	Armbruster	Saigon
L'Yx	sub-marine	—	—	—	Capt. Martel	Port-Dayot (Annam)
Montcalm	armoured cruiser	9,500	12	10,600	Lieut. Duchemin	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Grellier	Chunshing
Oiry	river gunboat	—	—	—	Lieut. Marchand	Tongku
Peibo	gunboat	—	—	—	—	Saigon
Perle	sub-marine	—	—	—	Lieut. Glorieux	Baie d'Along
Pistolet	destroyer	307	7	6,300	Lieut. Vincent-Bridgnae	Saigon
Proée	sub-marine	—	—	—	Flagship Rear-Admiral de Marelles	—
Rapide	destroyer	—	—	—	Capt. Passerel de Silans, Commanding	—
Redoutable	battleship, reserve	9,437	8	6,071	(the local naval defence of Indo-China)	Saigon
Sabre	destroyer	—	—	—	Lieut. Lohal	Haiphong
Stylz	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Surprise	gunboat	630	3	900	Lieut. Roque	Baie d'Along
Taklang	river gunboat	—	—	—	Commander Terquem	Upper Yangtze
Takong	destroyer	350	8	4,560	Lieut. Fougereuse	Saigon
Takouan	battleship, reserve	9,150	23	—	Lieut. Fougereuse	Hougray
V4-Gran	receiving ship	—	—	—	Lieut. Roussin	Saigon
Vigilante	river gunboat	131	7	400	Lieut. Roussin	Shanghai

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
 Flagship of Rear-Admiral de Pasque de Tonkin, Second-in-Command.

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in Stock:—

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL. DAIRY FARM FED PORK.

Copps, Dairy Farm Fed (dressed) 5s. each.
 Chickens, do do 0.75 " "
 Chickens, Livers do 0.04 " "
 Chickens, Glaziers do 0.04 " "
 "Carno" Most Extract, 2 oz. 0.70 per pot.
 do do 4 oz. 1.25 " "
 Ducks, Local (dressed) 1.25 " "
 Ducks, Wild do 0.75 " "
 Australian Smoked Mutton 0.50 per lb.
 do do Schoapper 0.50 " "
 Cheese, Local (dressed) 1.50 each
 Hares, Australian 1st Grade 1.40 " "
 Ham, Best York 0.70 per lb
 Ham, Australian, "Pineapple" Brand 0.60 " "
 (2 cts. extra per lb for Ham if cut).
 Kidneys, Australian Sheep 0.05 each
 Lemons, Australian 48 cts. & 50 cts. per doz.
 Oysters, American (large size, in tins) 2.50 per tin
 Australian Oysters, 24 doz. bottles 1.00 " bot.
 " " " 1.90 per large bottle.
 Partridges, Local 0.75 each
 Pigeons, Local 0.25 " "
 Pigeons, Wild (dressed) 0.20 " "
 Rabbits, Australian 1st Grade 0.65 " "
 Rice Birds 0.55 per doz.
 Sausages, "Straw" Frite 0.55 per lb
 Sausages, "Omp Make" (of Australia Meats) 0.25 " "
 Sausage, Local 0.25 each
 Tongues, Australian Sheep 0.20 " "
 Turkeys, Choice Australian (plucked) 0.60 per lb

(SPECIAL NOTE)
 Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
 Orders for NOON should be sent in by 8.00 A.M. the same day.
 Orders for 3.30 P.M. should be sent in by NOON the same day.
 Hongkong, 15th November, 1905. [988]

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * *	\$22.50
" * * *	20.00
" * * *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [1123]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
 Hongkong, 16th May, 1904.

MAILS.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,

COLOMBO, INDIA, ADEN,

DJIBOUTI, EGYPT, MAR-

SEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND

BLACK SEA PORTS.

The S.S. "TONKIN"

Captain A. Charbonnel, will be despatched for

MARSEILLES on TUESDAY, the 12th

December, at 1 P.M.

This steamer connects at Colombo with the

Australian line s.s. Yarra bound for Marseilles

via Bombay and Aden.

Passage tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC, 26th December.

S.S. ERNEST SIMONS, 9th January.

S.S. POLYNESIE, 23rd January.

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th November, 1905. [7]

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, R.N.R., carrying His

Majesty's Mails, will be despatched from this

for BOMBAY, on SATURDAY, the 16th

December, at Noon, taking Passengers and

Cargo for the above Ports in connection with

the Company's S.S. Macedonia, 10,500 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement) will

be transhipped at Colombo into the Mail

steamer proceeding direct to Marseilles and

London; other Cargo for London, &c., will be

conveyed from Bombay by the R.M.S. Calcutta,

due in London on the 27th January, 1906.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 2nd December, 1905. [3]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KEMP & CO. Corrected 10 noon; later alterations given under "Commercial Intelligence," page 12.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN PERCENT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$350,000	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66 67 for first half-year 1905	5 1/2 %	{ \$80 sales (London 2/1) \$18 buyers
National Bank of China, Limited	99,025	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$100 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$111,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	5 %	...
North China Insurance Company, Limited	10,000	£15	£5	\$100,000 Tls. 50,000	Tls. 302,953	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$10,000 \$311,453 \$1,043,930 \$1,152,364	\$2,339,112	\$4 1/2 for 1904	5 1/2 %	1750 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000 \$5,000 \$5,850	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$128,093 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	2 1/2 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$135
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$267,938	\$8,832	\$1 for 1904	5 1/2 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,911 \$250,000	Nil.	\$3 1/2 for year ended 30.6.1905	10 %	\$35 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	\$145,376 \$120,000 \$241,150	18,064	\$1 for first half-year 1905	8 %	\$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 Tls. 500,000	£4,435	12/- @ 1/10 = \$6.25 for 1904	6 1/2 %	\$95 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$25,000 Tls. 100,000	Tls. 43,762	{ Interim of Tls. 1 for 1905 Interim of Tls. 1 1/2 for 1905 Interim of 1/- (Coupon No. 5) for 1904	8 1/2 % 8 % 4 1/2 %	{ Tls. 5 1/2 buyers Tls. 47 sales 25/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,116 \$65,000	£58,852	{ \$1.80 for year ending 30.4.1905 \$0.90	{ 5 1/2 % 3 1/2 %	{ \$32 buyers \$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,257 \$100,000	\$929	\$10 for 1904	7 1/2 %	\$149 buyers
Straits Steamship Company, Limited	5,000	100	\$100	\$21,175 Tls. 98,000	\$21,231	...	...	...
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2 %	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	9 1/2 %	\$215 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,087	\$5 for 1897	...	\$25 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 65 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 9
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$67,203	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$18 buyers
Yauk Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/- £1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$5 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making 1s. 13 for 1904/5	9 1/2 %	Tls. 138 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000 \$250,000	\$8,577	\$3.75 for 1904 on old capital	...	\$24 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$250,000 \$58,423 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$108 sales
Hongkong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	7 1/2 %	\$164 sales
New Amoy Dock Company, Limited	10,000	\$60	\$60	Tls. 180,000 Tls. 59,880	Dr. 10,260	\$1 1/2 for 1905	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 320,000 Tls. 17,500	Tls. 10,711	Interim of Tls. 6 for 1905	6 %	Tls. 205
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$14,516 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 %	\$27 sales
Astor House Hotel, Limited (Tientsin)	7,000	T.Tls. 50	T.Tls. 50	Tls. 350,000 Tls. 6,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 125 buyers
Central Stores, Limited	123	\$15	\$15	\$1,845	\$1,502	{ Final of 60 cents making \$1.80 for 1904 None	12 % 7 %	{ \$15 \$100
Do. (Founders)	74,000	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904	7 %	\$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$31,087	\$10,126	\$5 for first half-year 1905	6 1/2 %	\$150 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 20,926	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$125 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000 Tls. 20,926	Tls. 7,202	Final of \$6 making \$10	9 1/2 %	\$104
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$50,000	\$11,958	90 cents for 1904	7 %	\$12
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	none	\$377	\$3 for 1904	7 1/2 %	\$40 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	...	...	...	...
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300 none	Tls. 725	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$55 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	6 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 18,718	Interim of 3 1/2 a/c 1898	...	Tls. 44
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898	...	Tls. 60 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 22,050	4 % for 1897	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$20	None	...	\$100
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	\$114	\$770	1/3 per share for 1904	9 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$12	\$12	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	10 %	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 718	Interim of Tls. 5 for 1905	10 %	Tls. 35 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$1,681	\$3,739	80 cents for 1904	8 1/2 %	\$80 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$2,864	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$400,000 \$95,054	\$95,054	\$3 for 1904	7 %	\$33 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000 \$186,000	\$7,551	Final of \$1 making \$2	10 %	\$25
Hall & Holtz, Limited	31,000	\$20	\$20	none	\$2,151	{ \$1.00 for year ending 30.4.1905 50 cents	6 1/2 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	...	...	...	...	...
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	7 %	\$225
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Interim of \$4 for 1905	7 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$50 for 1904	7 1/2 %	\$50 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	188	Final of 50 cents making \$1 for the year	7 1/2 %	\$15
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Interim of \$5 for 1904	9 %	\$45 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,310 Tls. 19,465	Tls. 55,849	{ 3rd quarterly div. of Tls. 2 1/2 paid 15.9.05 making so far Tls. 15 for 1905	...	Tls. 215 buyers
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 127,638	Tls. 5 for 1903	...	Tls. 35 sellers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. \$53,619	None	...	\$5 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	11,000	\$50	\$50	none	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 for 1905	27 1/2 %	Tls. 125 buyers
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 15,000	Tls. 9,751	Tls. 6 for 1904	8 1/2 %	Tls. 751 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000 Tls. 24,820	Tls. 6,988	Interim of Tls. 6 for 1905	...	Tls. 61 sellers
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,297	Interim of Tls. 3	...	...
Shanghai Waterworks Company, Limited	7,500	\$20	\$20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 15 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	...	\$25
Team Laundry Company, Limited	10,000	\$5	\$5	\$50,000	\$1,134	55 cents for year ended 31.5.05	6 1/2 %	\$7 1/2 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	Tls. 15,000	Tls. 1,012	Final of Tls. 4 making Tls. 8 for 1904/5	7 %	Tls. 15
Sze-tsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 4,000	...	...	...	...
United Asbestos-Oriental Agency, Limited	9,000	\$10	\$10	\$12,000	\$551	{ 80 cents for year ended 31.5.1905 \$15.80	10 1/2 %	\$5
Do. (Founders)	100	\$10	\$10	\$30,000 \$35,000	\$6,000	Interim of 50 cents for 1905	3 1/2 %	\$14 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$4,000	\$676	Final of 70 cents making \$1.50 for year 1904/5	1 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	...	...	...	...	...